

File

Chief, Intelligence Information Staff

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THRU : Chief, Industrial Division, ORR

Chief, Transport and Heavy Machinery Branch

Comment on ONI Report.

1. The information contained in ONI, Information Report, 15 December 1956, No. 1747-56, from Comnavger, APO 403, "USSR Rail Transportation in the USSR", has, in general, been known since the end of 1955 and has frequently appeared in open sources since that time. There seems to be ample evidence that the information is true. The only two mainline steam locomotive building factories, Kolomna and Voroshilovgrad have both been reported as having ended steam locomotive production and have manufactured diesel locomotives; Kolomna having built at least 6. Production of steam locomotives in 1955 as compared with 1954 was announced as only 86 percent indicating that even in 1955 production of steam locomotives had been cut back. (The USSR, incidentally, has never announced such a low percentage relationship for any industrial commodity in past years).

2. The Sixth Five-Year Plan goals show no figures for the production of steam locomotives, although figures are given for diesel and electric locomotives. In addition, activities at the Bryansk, Kharkov, Kolomna and Voroshilovgrad locomotive building factories indicate conversions with the aim of increasing diesel locomotive production, and open sources show that the last 3 of these factories have already manufactured diesel locomotives.

3. In regard to the fuel problem, by the beginning of 1955 the shortage of diesel fuel in the USSR had been eliminated: diesel traction in 1954 had used only 3.1 percent of the diesel fuel manufactured in the USSR, and conversion of a significant part of transport to diesel traction would not increase expenditure of diesel fuel above 8 to 10 percent of its output. Conversion of the railroads to diesel and electric traction would actually save fuel due to the greater efficiency of such traction as compared with steam. It is estimated that the increase in diesel and electric traction in the freight turnover of the railroads of the USSR from 14 percent of the total in 1955 to a planned 40 to 45 percent in 1960 would mean that transport in 1960 would require (in conventional units) only as much fuel as

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it actually needed in 1955, and this would be accomplished with an increase in freight turnover of 42 percent. Average requirements of railroad transport in the total fuel-energy balance of the USSR would be reduced from 19.2 percent in 1955 to 12.2 percent in 1960.

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